

recommendations. The charter company is selected on the basis of recommendations of the Haj Tender Committee.

(e) Apart from the fare payable to charter company, the operational expense to be incurred by Air India in respect of 51500 pilgrims to be carried by Kampuchea Airlines is Rs. 6407/- per pilgrim which is towards landing, handling, navigation charges, catering, passenger insurance, etc. As regards Saudi Arabian Airlines, the rate agreed per pilgrim is Rs. 32,000/- for 20,500 pilgrims; and is all inclusive i.e. aircraft, crew, maintenance, insurance plus fuel and all operational expenses.

Safety of AI and IA Aircrafts fitted with CF6 Engines made by GEC

535. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Civil Aviation Authorities have ordered urgent inspection of hundreds of jet engines following their failure in CF6 engines made by General Electric Company;

(b) whether General Electric engines are used in many aircrafts used by Air India, Indian Airlines and some private operators; and

(c) if so, what precautions are being taken by the DGCA to ensure safety of aircrafts in the country?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) General Electric engines model CF6-50 and CF6-80 are installed on aircraft Airbus B300, Boeing 747-300 and Airbus A310. These aircrafts are in operation with Indian Airlines Ltd. and Air India Ltd.

(c) DGCA carries out continued surveillance of the operators including their aircraft to ensure compliance with rules and regulations for safety of operations. In addition to the service bulletins, service letters issued by the manufacturers, DGCA declares airworthiness directives issued by Civil Aviation Authorities of the country of manufacture as mandatory for

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aircraft/engine registered in India. Compliance of this is essential for continued validity of the Certificate of Airworthiness.

Obsolete Aircrafts in IA and AI

†536. SHRI JANESHWAR MISHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most of the aircrafts belonging to IA and AI have become obsolete;

(b) if so, how old are the various aircrafts of Air India and Indian Airlines;

(c) whether Government have formulated any phased scheme to purchase new aircrafts in place of these aircrafts; and

(d) if so, by when and the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The fleet of Air India Limited consists of 25 aircrafts at present (including two aircraft on dry lease) with average age of 14.00 years. The fleet of Indian Airlines/Alliance Air consists of 52 aircraft with average age of 16.4 years.

(c) and (d) Air India is inducting aircraft on dry lease for fleet rationalisation and growth. Indian Airlines is presently carrying out a Techno-Economic study for acquisition of aircraft. On completion of the study, a project report will be submitted to the Government after approval of the Board of Directors.

Installation of Safety System AT IGIA

537. SHRI R.P. GOENKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the first phase of the much hyped category-III system, a navigational aide for safe landing of aircraft in poor visibility, installed recently at the Indira

†Original notice of the Question was received in Hindi.